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A MONTHLY REVIEW OF THE UFO PHENOMENON
REPORTS, INVESTIGATIONS & ANALYSES

"There is no hope of advance in science without a paradox."—Niels Bohr

THE NEW ZEALAND UFO FILMS
The Complete IUR Report
Part I

THREE UFOS SELECTED FROM 55 U.S. CASES:
May 15-June 14

UFO BACKLOG:
18 UFOs from Sept. to Oct. 14

HYNEK COMMENTS ON BRAZILIAN UFOLOGY

YOUR SUBSCRIPTION HAS BEEN EXTENDED SIX MONTHS BY DATE—READ THE EDITORIAL!

Editor-in-Chief: J. Allen Hynek **Managing Editor:** Allan Hendry

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All notices of change of address must be sent six weeks in advance and accompanied by old and new addresses. J. Allen Hynek, Chairman of the Board.

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EDITORIAL

by Dr. J. Allen Hynek

We are tired of being behind schedule ... and you are too, probably. And so, by a simple wave of the magic wand, we shall become current. This issue, as you will note, is July , 1979. What has happened to Jan-Jun, the missing six months? The material for those months exists, and continues to be worked on. It will be included in this and following issues. But this issue *is* current for the current cases, with, of course, the obvious lag caused by processing. Therefore, in this issue you have the "UFO-IFO Map" for Sept, 1978, and we also have backlog material stemming from "the gap". Obviously we can't put all of it in at once, but before long it will all have been included, and so nothing will have been lost, and we shall be current.

Of course, subscribers will have their subscriptions extended by **six** months, and so nothing will be lost there, except some revenue for us! But the renewal rates have been exceedingly gratifying, and it looks as though IUR is here to stay. The more subscriptions, however, the more research we can do, and the more pages we can include...so we beseech each subscriber to think of someone (it should be very easy) to whom the IUR would be of interest and value. How about your local school, so that the school kids can have responsible information instead of the sensational junk they get in the tabloid press and the like. Or how about friends' birthdays . . . and well, Christmas is still time off yet, but you can think about it!

No need to worry about the Jan-Jun gap. No real time has been lost. It reminds me of the time Parliament, in 1752, passed a law that two weeks would be skipped from the calendar. This was in order to bring the old Julian calendar into line with

(cont. on back page)

J. Allen Hynek

UFO triggers fighter alert

visitors?

AIR FORCE PUT ON UF ALERT

Indignant pilots say UFO report cover-up

TV crew films 'UFO'; N. Zealand calls alert

Warplanes on standby for UFOs

Experts Doubt UFO Claim

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Cameraman David Crockett inside the cockpit of the Argosy. His films were generally shot out of the window on the right; one shot shows the meter pictured on the panel below the window sill.

FOREIGN FORUM

This is a representative sampling of UFO sightings obtained from around the world. While we cannot exert the same degree of control over these cases as domestic ones, it is at least of value to see that the same characteristics are reported for the phenomenon abroad as in the U.S.

THE NEW ZEALAND UFO FILMS
PART I: Description of the Event

Within ten weeks of the disappearance of Australian pilot Fred Valentich, New Zealand attracted its share of worldwide attention with a New Year's Eve radar-visual-movie film UFO case. It inspired the Royal New Zealand Air Force to prepare to scramble one or two Skyhawk fighter-bombers 24 hours later if the Wellington airport radar picked up more positive sightings of UFOs. The RNZAF also ordered one of its patrol aircraft to cruise all night along the coast and remain in contact with a Wellington airport.

Members of the Australian news team that shot the film brought the original film to the U.S. on January 8, which was studied by UFO researcher and optical physicist, Dr. Bruce Maccabee. On January 28, Maccabee travelled to New Zealand for 10 days, where he interviewed 7 of the 8 witnesses involved. He also spoke with the RNZAF officer who directed the official NZ government investigation. The officer supported an "unusual atmospheric conditions" conclusion and ruled out a secret military maneuver hypothesis. Maccabee visited the scientists of the Dept. of Scientific Industrial Research (DSIR) who conducted the actual investigation, only to discover that they had only spoken with the pilot, co-pilot, and an ATC controller . . . and hadn't even looked at the film! Maccabee showed them a copy and they acted interested, but they informed him of an experiment conducted several nights after the filming with an Air Force Orion aircraft. Several "solid" targets were seen on radar and the Orion was guided to the various locations, but each time it got there, it only encountered turbulence. Nothing was ever seen by the crew. Maccabee then returned to the U.S. and discussed his findings with a variety of interested researchers, including Dr. Richard Haines, Dr.

Peter Sturrock, Dr. James Harder, Neil Davis, Brad Sparks, Stanton Friedman, Dr. J. Allen Hynek, Allan Hendry, Dr. Gilbert Levin and others. Then a press conference was conducted in New York City on March 26 by the Australian TV station; it included Dr. Maccabee, Dr. Hynek and Jack Acuff of NICAP. Unfortunately, the news media were preoccupied that day by the signing of the Middle East peace treaty, though even the *New York Times* ran a short article on the case.

Most of the following reconstruction of events, then, is based on information obtained during Bruce Maccabee's exhaustive investigation. Supplementary material was contributed by Paul Norman in Australia, Rocky Wood in New Zealand, Peter Tomikawa, Richard Haines and John Prytz of the Australian Coordination Section of the Center for UFO Studies. But first, we must look at a forgotten aspect of this entire event . . . .the original radar-visual sighting that preceeded *this* sighting by ten days, and caused the TV film crew to be in the right place at the right time.

THE DECEMBER 21st SIGHTING

Indeed, the film crew would never have followed that route armed with sensitive color film if they hadn't gone out to cover the UFO experience of another pair of Argosy planes that also flew along the coast in the early morning hours of December 21. As with the New Year's Eve flight, these Argosy freighters belonged to Safe-Air, Ltd.; Argosy 1 took off from Blenheim at 12:35 AM and headed south on a dog-leg route toward Christchurch that would follow the eastern coast of the South Island. On board were Captain John Randle, 45, a pilot for 28 years, and First Officer Keith Heine, 32. In Wellington, Senior Radar Controller John Cordy, 45, and Precision Talkdown Controller, Andy Herd, were awaiting the arrival of an Air New Zealand DC-8. As the plane flew toward the coast at 220 knots, the two-man crew saw an intensely-bright white light, "too powerful to be a vehicle's headlamps", Capt. Randle said. He could see land features lit up underneath it as it slowly passed. Randle and Heine were only mildly curious, so they didn't radio in the sighting.

Australian reporter Quentin Fogarty, Dr. J. Allen Hynek and Dr. Bruce Maccabee appeared on NBC's TODAY show the day of the press conference.

Meanwhile, radar men Cordy and Herd in Wellington were alerted by Flight Services Officer Bill Frame at the Blenheim control. On his first night on the job, he was reporting three lights that were "much brighter" than landing lights off Cape Campbell; one of them appeared to emit a "shaft of light". Cordy acknowledged seeing mysterious blips on the scope earlier, but they ignored them. On radar, they saw five targets moving up and down the coast south of them in a 16-km (10-mile) quadrant over the sea. Herd phoned the Kelburn Meteorological Office to see if any weather balloons were launched, only to be told that the only one had burst a few minutes earlier. The RNZAF had nothing in the air to account for the strong blips, either. One signal in particular at 3 AM moved like an aircraft at 120 knots off Cape Campbell, then stopped and hovered for half an hour 80 km SE of Wellington. Wellington called the Christchurch radar facility about the strong echoes and they picked them up, too.

The five other lights continued to move about within their quadrant, and one more appeared inland. At 3:30 AM, Argosy 2 took off from Blenheim, adopting the same flight path of the previous plane. On board were Capt. Vern Powell, 55, with 18,000 hours of flight time, and co-pilot Ian Pirie, 31; they were told they might be asked to investigate some unidentified radar returns. When they were 2000 meters high and climbing to 3200 meters, Cordy asked the plane if they could see anything 20 km to their right (starboard). "We couldn't see a thing," Powell said, "then within a matter of seconds, we were asked to check for a sighting 40 km to port." Pirie spotted a bright white light with an intermittent reddish tinge above them and to their left, changing hue back and forth noticeably.

The Argosy came level with the light when they reached 3200 meters (10,000 feet) and their onboard weather radar revealed it was several kilometers away. At Wellington, the radar controllers noted that the unidentified target had hovered motionlessly until the plane caught up with it; then it started pacing the plane at a distance of 37 km to the east. Visually, Powell said that the light remained in the same position relative to them. It would disappear into clouds occasionally and reappear. "I've been flying since 1944, and I know a star or a planet when I see one. This wasn't anything I've seen before." Wellington considered having him move in for a closer look but they were authorized to request a flight diversion only on search and rescue operations "because someone has to pay the costs involved" and Powell wasn't anxious to delay his company's cargo. Cordy, a controller with 26 years of experience, said the blips were at least as big and as solid as the Argosy. The Argosy 2, having watched the light for 10-12 minutes, changed course 60° to starboard, and the light lagged behind and disappeared. Wellington lost it from their screens soon after.

As Argosy 2 approached Christchurch, near Motunau Island, the plane's weather radar picked up a fast-moving signal off Banks Peninsula shooting across its flight path. "We got a visual sighting as it passed", Powell said. "It was a bright, flashing white light, almost

like a strobe." It shot past their bow, traversing 24 km in five seconds—or 10,000 m.p.h.! Then it veered sharply to the right and disappeared. Christchurch couldn't see this on radar as they have a blind spot there, 40 km seaward from the city. A Dr. J. G. Tees of Amberley claims to have seen the light as well.

Captain Vern Powell in the Argosy cockpit

Now Capt. Randle's Argosy 1 left Christchurch flying northbound for Auckland. As they approached the Clarence River area, they spotted the five objects still offshore at about 50 km range. He saw them as white/amber lights, four times the strength of landing lights, reflecting off the water. They passed 16 km south of them, an estimated 150 meters above the sea. The Argosy completed an orbit above the objects before it returned to its course north. Finally, the Argosy 1 saw three targets on radar that suggested ships; the crew saw them visually by their lights

Air Traffic Controllers John Cordy and Andy Herd, involved in the Dec. 21 event.

afterwards, but were puzzled by the presence of "ships" that would be big enough (1000 tons) to show up on their weather radar yet be in such unsafe coastal waters.

Melbourne's TV station Channel O ("OH") decided to run a news story on Capt. Powell's experience, so it commissioned a reporter and a film crew to obtain some relevant footage for visual purposes. Australian reporter Quentin Fogarty pursued this project by boarding a four-engine, turbo prop Argosy freighter which was making its standard Saturday night-Sunday morning newspaper delivery run from Blenheim to Wellington to Christchurch and back. Also on board were the pilot, Captain Bill Startup, the co-pilot, Robert Guard, cameraman David Crockett, and his wife Ngaire ("NAY-ree"), who operated the tape recorder . . . five witnesses in all.

The weather, as noted by the film crew, was excellent for flying, with no noticeable departure from a standard temperature lapse rate from ground level to 14,000 feet. There were low clouds over Wellington, with visibility about 60 km over the sea. Winds at cruising altitude (14,000') were from the west at 10-15 knots maximum. Atmospheric conditions were sufficiently steady to allow operation with automatic pilot and automatic height control (which is pressure-sensitive). Wellington radar showed no noticeable inversion effects.

See the technical detail sections for more information on the Wellington radar facility, the movie camera and film used and the weather conditions.

TECHNICAL DATA

WELLINGTON TOWER RADAR

TYPE: Marconi 264, 50 cm (587 MHz), 500 kilowatts.
MTI (Moving Target Indicator) CAPABILITY: Targets with radial velocities in excess of 15 knots are detected in the MTI mode with phase shift and digital scan summing electronics. Observations on known targets with and without the MTI processing indicate that the MTI improves the sensitivity of the system. Strong targets in the MTI mode may be weak or even non-existent in the normal mode.
PULSE REPETITION RATE: automatically varied among six frequencies averaging 500/sec.
PULSE DURATION: 2.7 microseconds.
ROTATION RATE: 12 sec/revolution.
AZIMUTHAL BEAMWIDTH: 2.1° ± 0.2°
ANTENNA GAIN: 30 dB over a dipole
POLARIZATION: horizontal
ABSOLUTE DISTANCE ACCURACY: 1% of full scale
RELATIVE DISTANCE ACCURACY: (set by blip size on the display) about 1 mile on the maximum range.
MAXIMUM RANGE: 150 nautical miles at 10,000 ft.
ANTENNA HEIGHT: about 1700 ft. above sea level
UPWARD TILT OF THE CENTER OF THE TRANSMITTED LOBE: about 4° (no height resolution—surface targets are detected for 30-50 miles).
DISPLAY: 12" diameter PPI with 10-mile range rings on the 150-mile range.

CHRISTCHURCH TOWER RADAR

TYPE: Marconi 264, 50 cm, 50 kw
MTI CAPABILITY: Similar to Wellington, but not as sophisticated
MAXIMUM RANGE: 100 nautical miles at 10,000 ft.
ANTENNA HEIGHT: about 120 ft. above sea level
UPWARD TILT OF THE TRANSMITTED LOBE: Cone of invisibility extending outward from the antenna which rises at a rate of 100 ft/mile. Targets cannot be seen beneath it under ordinary atmospheric conditions.

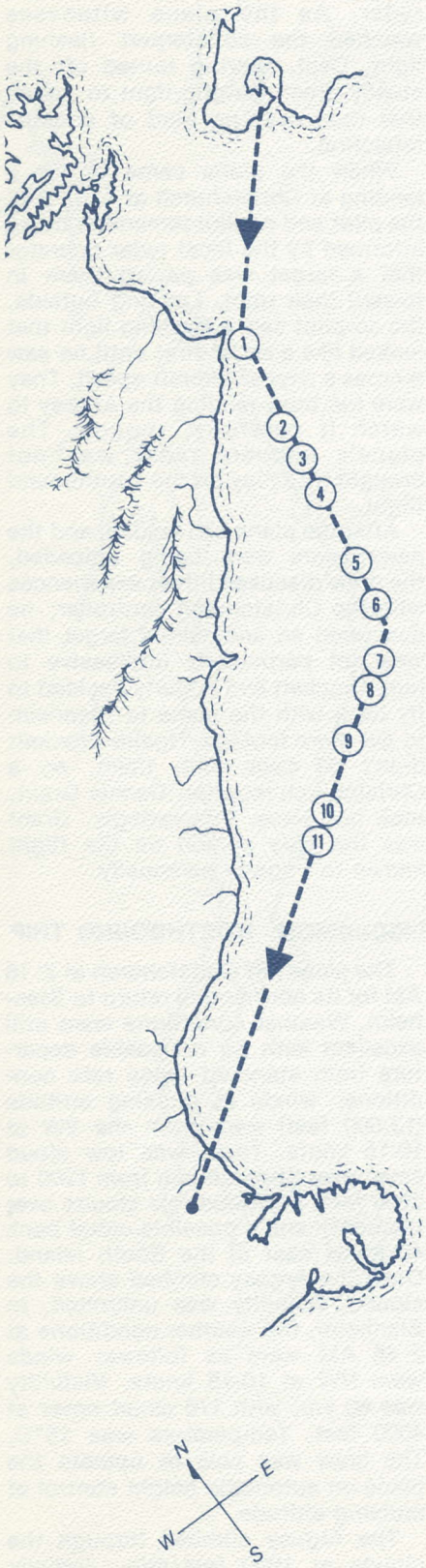
AIRPLANE WEATHER RADAR—used on northbound trip only

TYPE: M.E.L. Equipment Co., E190 Series, 3 cm (9375 MHz), 15 kw
MIT CAPABILITY: none
OPERATING MODE: "map mode", a fan-shaped beam extending from 3° to about 15° below the aircraft's "horizon"
AZIMUTHAL SWEEP RANGE: ± about 50° from straight ahead
SWEEP RATE: about 3 sec. per cycle
PULSE REPETITION RATE: 400/sec.
PULSE DURATION: 2.2 microseconds
BEAMWIDTH: 3.5°
RANGE: 150, 50, 20 miles (used on 20-mile range)
DISPLAY: sector display with 5-mile range rings and 15° azimuth markings

MOVIE CAMERA

TYPE: Bolex H16, EBM Electric 16-mm reflex movie camera. Operated at 24 frames/sec. on the southbound flight and 10 frames/sec. on the northbound trip. Rotating shutter disc in front of film plane with a 160° opening.
LENSES: Vario-Switar zoom lens, 16-100 mm at f/1.9, used on the flight south. A Sun Macro-Zoom, 80-240 mm lens was also used at f/4 on the return leg. The latter was found to be out of adjustment; at full zoom, objects at "infinity" were actually in focus at the "15 feet" setting. This meant that distant objects (like the lights) were out of focus when the lens ring was set at infinity. This serves to explain why one section of film shows a large dim image which contracts to a brighter, much smaller form, which then returns to a dim large defocused form. This form is accompanied by an apparent symmetry inversion of the defocused image.
FILM: Fujicolor type 8425, 16-mm, ASA 400 color reversal film. Standard development was used.

THE SOUTHBOUND TRIP



PLANE LOCATION	TIME (AM-dst)	PLANE SAW:	WELLINGTON RADAR SAW:
#1	12:10 through 12:12	Lights toward Kaikoura appearing/disappearing (Seen by pilot, co-pilot) at plane's 1 o'clock position.	Targets at plane's 1 o'clock position at 13 miles, appearing/disappearing.
#2	12:15		Target at plane's 3 o'clock near coastline.
#3	12:16		Target in front of plane, 10 miles (one sweep only).
	12:16:30		Strong target at plane's 11 o'clock at 3 miles.
#4	12:17:30		Target at plane's left, 2 miles.
	12:19		Strong target now at 10:00, 12 miles.
#5	12:22	(Plane performed a 2 min. left-hand orbit to survey area) Fogarty recorded his first commentary on the lights which he was then observing . . . not to the left, but in the direction of Kaikoura (other than city lights). The lights were located about 5° below the plane's horizon. Interestingly, the lights were likely seen against a background of mountains here, not sky.	Target left of plane, one mile. Remained stationary while plane orbited.
#6	12:27	Plane confirmed the "flashing light" in the direction posed by Wellington radar.	Target in front of plane, 3 miles.
	12:28		After the turn-off here toward Christchurch, the only targets were 12-15 miles behind the plane.
#7	12:29		Target one mile behind the plane.
	12:29:30		Target now 4 miles behind the plane, holding stationary for 6-7 sweeps.
#8	12:30		A further target was now seen at the plane's 3:00 position at 4 miles.
	12:30:45		The target may now have moved closer to the plane, as the last target had disappeared and there was now a single, doubly-strong target on the scope. At this 90-mile distance from Wellington, blips are 3 miles "wide" and 1-mile "thick", so the target could have been as much as 3 miles away from the plane.
	12:31:30	Copilot saw a flashing light travelling along at the right of the plane.	The plane's blip, after being unusually large for 3 sweeps, settled down to normal.
#9	12:32:30	"Got a target at 3:00 just behind us," the one above. Fogarty recorded seeing it, too.	"Yes, and going around now at 4:00 at 4 miles."
#10	12:35		Previous target now (apparently) dropped back behind plane 15 miles; joined by 2 others.
#11	12:36:30	(Plane performed a 2-minute left-hand orbit, but nothing was seen).	Three blips behind the plane had merged into one large one.

The Wellington Air Traffic Controller was Geoffrey Causer, who utilized an MTI-processed radar picture (see Technical Data). A radar technician named Bryan Chalmers was also present for part of the time, watching a "raw", non-MTI-radar display. The event was monitored from the Christchurch end by a single controller. For a half-hour prior to the Argosy's reporting anything visual, Wellington radar had been watching "weird" targets on radar east of the Clarence River and Kaikoura coast.

Geoffrey Causer

Any discussion of distances between radar blips refers to edge-to-edge distance. As will be noted, the blips can represent an exaggerated physical size with increasing distance from the antenna. These distances are also based on the assumption that the UFOs and the plane are at the same altitude. Thus, the radar distances for (visually) unseen targets may be greater than indicated. All events are based on the timed tape transcript of Wellington's radio conversation with the Argosy (the Christchurch tape was erased, regrettably), Bruce Maccabbee's discussions with the controllers and witnesses, and Fogarty's recorded comments. Distances are in nautical miles (6076 ft. or 1.85 km.).

DISCUSSION: SOUTHBOUND TRIP

The Argosy departed from Wellington, New Zealand at 11:46 PM on the night of December 30, 1978. About ten minutes after midnight on Dec. 31, Fogarty and crew were back in the loading bay working on a "standup" for the news story, (see position #1 on the southbound map). It was also their intention to film normal city and airport lights out of the plane's window. All of this shooting was handheld as a tripod proved to be too cumbersome aboard the plane. The plane was climbing through 10,000' at 170 knots air speed toward its cruising altitude (14,000') and speed (215 knots, or 3.6 ~~miles/sec~~.). Fogarty recorded his first statement about this point: "We are now approaching the Clarence River where the highest concentration of UFOs was sighted on the morning of Dec. 21. We're at an altitude of 14,000 feet and we're on exactly the same route taken by Captain Powell when he encountered those mysterious objects. It's a beautiful clear night outside and naturally we'll be looking out for anything unusual." A couple of minutes later, the film crew was being informed of the lights outside their own plane. At around 12:22 AM, Fogarty recorded his first "on-the-spot" commentary: "It's kind of hard to describe my feelings right at the moment, but, uh, we've seen probably 6 or 7 or even more bright lights over Kaikoura. A number of these have been picked up by Wellington radar." Five minutes later, he noted that the lights were so bright, they seemed to be lighting up the sky over Kaikoura. Crockett obtained about 12 seconds of footage showing some sort of oval, blue-white lights which were quite bright. He also filmed 5 seconds worth of several lights seen at once in a horizontal row that randomly flashed on and off. His footage of the town lights of Kaikoura is interesting by comparison . . . the UFO images are much brighter. All of these shots were of lights seen from the 12:00 to 3:00 (front to right) quadrant, with regard to the plane's direction of travel.

About 12:28 AM, the plane had switched over to the Christchurch tower's radio frequency. No sooner had they done this (map location #7), than Wellington radar saw a target right behind them, so the plane switched back to the Wellington frequency. Note the rather firm radar-visual confirmation that happened at map position #8, a few minutes after this began. Both of the operators at Wellington watched the radar end of this close fly-by, and agreed that the single blip was like two aircraft flying side-by-side at the same speed. There was no bending of the broad blip as might be expected if one portion (such as the UFO) were stationary while the other portion (the plane) moved by it. The plane would have moved about two miles during this time (three sweeps-36 seconds), a distance which would have exceeded the minimum difference in distance between two targets that could be measured on the scope. Shortly after this occurrence, Chalmers went to another radar scope with the MTI processing turned off; he saw the normal amount of land and sea clutter within 20 to 30 miles of Wellington, but no indications of anomalous propagation. Furthermore, the "weird" targets seen on the MTI scope were not seen on the normal display, suggesting they were actually weak reflectors of the 50 cm wavelength radar. As the plane witnesses watched the counterpart flashing light, Capt. Startup turned off the steady green wingtip light to insure that there was no kind of unusual reflection.

When the plane came in for a landing at Christchurch at 1:01 AM, the pilot and copilot remember being informed by the local radar operator that a target was pacing them in toward their right. Looking outside, the co-pilot saw a flashing light that looked like a car at first until he saw it cross a river at aircraft speed. They were too busy landing the Argosy to watch it carefully, though. The plane's onboard radar was not brought into play on the southbound flight.

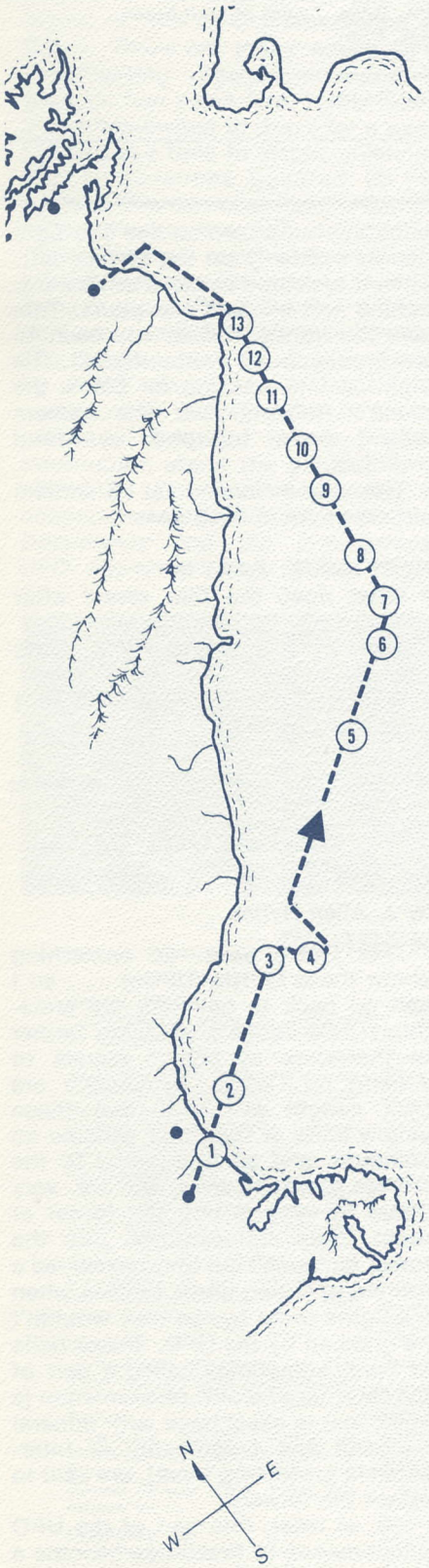
After the plane had landed, and the newspapers were being unloaded, the crew discussed their experiences with the Christchurch controller; he described an anomalous target that was not particularly impressive to him. Crockett and Fogarty decided to fly back with the plane to Blenheim to get more footage. Ngaire Crockett didn't go back with them, so a Christchurch reporter, Dennis Grant, took her place. Interestingly, Grant was the only person on the flight known to Fogarty personally.

DISCUSSION: NORTHBOUND TRIP

The plane left Christchurch at 2:16 AM for its northbound return to Blenheim. Weather conditions were still excellent with no noticeable departure from standard lapse rate conditions; winds at cruising altitude (13,000 feet) were from the SW at 10-15 knots. There was low cloud cover over Christchurch from 1200 to 3000 feet, scattered low clouds over the ocean and a possible cloud bank 40 miles east of the South Island. Once the Argosy climbed above the clouds, visibility was unlimited. In Blenheim, the weather conditions at 2:45 AM were as follows: winds were NW at 10-15 knots. Visibility was 60 km, with 1/8 cloud cover at 4000 feet. Temperature was 15°C. The crew was able to operate the plane on automatic height control at cruising altitude.

The Argosy climbed through the clouds at 1000 feet/min., initially flying 054° true (NE) at 155 knots. They were just breaking through the clouds at 2800 feet when they

THE NORTHBOUND TRIP



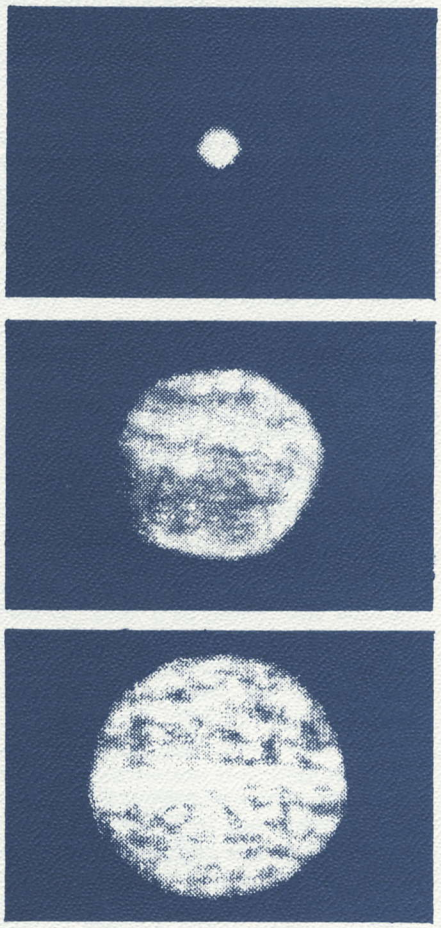
PLANE LOCATION	TIME (AM)	PLANE SAW:	RADAR SAW:
#1	2:18:40	Light at 10-30° to the right of the plane same level.	
#2	2:21:30	Grant, Startup and Guard all confirmed that azimuth of radar and visual targets were the same. Fogarty recorded that light may have faded in/out due to clouds. Crockett filmed a light which did fade in and out. Light was seen 5-30° below aircraft's level.	Airplane's own radar was switched from 50- to 20-mile range. Target seen 30° to right on scope, just under 20 miles. Blip 3-5X size of large fishing boat.
	2:25		Target went off radar map mode since angle of target exceeded 50°. Came as close as 10 miles.
#3	2:29	Plane turned to right toward light (now at their 3:00 position). As they headed SE straight for it, the light swung around to their right again (!) on its own.	(Seen too low for plane's narrow radar beam here).
#4	2:31	Crockett used 240-mm lens, as plane turned back toward original course. See text. Fogarty last saw it out the right window, almost straight down. Startup saw it again to the left after the turn.	
#5	2:41		Wellington saw radar target at plane's 10:00 at 20 miles.
#6	2:45		Target at plane's 9:30 at 16 miles.
#7	2:46:30		Target at plane's 9:00.
#8	2:47		Two targets at plane's 11:00 at 15 miles.
	2:48:30		Target at 9:00 at 8 miles. (Startup later asserted he saw these in the same positions on the plane's own radar, but he hadn't paid close attention).
#9	2:51	Collection of lights at 12:00.	Strong target at 12:00 at 20 miles. (2 miles off coast, 10 miles south of Cape Campbell).
	2:51:30	Second light to the left of the last one, according to Fogarty's tape, which flashed "extremely brightly". Both lights faded and reappeared. One was likened to an orange aircraft beacon. The light(s) noted by Fogarty to roll in an elliptical path, long axis vertical. This motion was captured on film, with a flash rate of 1.1 sec., from bright white to dim red/orange. Fogarty also referred to a cluster of lights including one which "keeps flashing". The plane requested that the Blenheim beacon (50 miles away) be turned off. The lights seen from the plane disappeared at about the same time.	
	2:52	Another light was seen seconds later, but not necessarily in accord with new radar targets (at right).	Target at plane's 9:00 at 8 miles and 10:00 at 10 miles. Target south of Cape Campbell disappeared about the same time as the beacon was turned off.
#10	2:53	One or more of these *may* have been seen.	Four targets seen at 9:00, 9:30, 10:00, and 10:30, all about 1 miles off the coast.
	2:54		Target at 12:00 at 2 miles.

	2:55	(Unseen).	Plane "merged" with target though "UFO's" height was undeterminable.
	2:55:30	Bright light behind Woodburne (Blenheim airfield).	(Unseen).
#11	2:56	Lights at 2:00-3:00 of plane	Unseen, but target at 9:30 at 5 miles. Then "just one point" of target at plane's 3:00 at 15 miles.
#12	2:57	Two lights seen just prior to plane's orbitting descent. Gone when 2-minute orbit was completed. Plane attributed these to fishing boat lights. Venus now rising, pointed out by co-pilot to the rest.	Targets at 12:00 at 2 miles and 10 miles as orbit began.
#13	2:59	Light over Picton.	

spotted the light (at map position #1) while 7 miles out of Christchurch. The witnesses offered different impressions about it: Startup thought it was the full moon at first without features (the real moon had set in the west hours before). Guard described it as a "squashed orange". Grant wrote down at the time that it resembled a white ping-pong ball illuminated by a spotlight. A reflection of the lights off of clouds or the ocean was also noted. Dennis Grant repeatedly compared the position of the light with the target on the plane's mapping radar. Since the target was about 18 miles from the plane, 30° to its right, and since the plane was 15 miles from Christchurch, the target was about 32-35 miles from the Christchurch radar. That system has a lower limit of effectiveness that rises 100 feet for each mile. Thus, an object at 3000 feet 30 miles away would not be seen.

When the plane was 32 miles out of Christchurch at 11,500 feet, the light was 70-90° to the plane's right and off its radar. The cameraman obtained several minutes of film out the far-right-hand cockpit window at this time. The images range from yellowish/white elliptical shapes with reddish fringes to overexposed, triangular and circular forms; typical angular sizes were on the order of 1-2 milliradians. One useful zoom shot shows a cockpit meter (below the window sill) just below the image of the bright light outside. The Argosy reached its cruising altitude of 13,000 feet and 215 knots air speed at map position #3, 35-38 miles out of Christchurch; at this point, the pilot turned right and flew southeast toward it—yet the light also swung around from directly in front of them to their right again. The light was more noticeably depressed in angle below the plane now as well, which serves to explain why it didn't briefly reappear on the plane's radar.

It was here that Crockett filmed the light through the faulty 240mm zoom lens, resulting in his description of the large image to Fogarty. "It now appears to be an oval-shaped object with rings of light going around."



The faulty Sun zoom lens "blew up" the light source into an exaggerated, dimmer extra-focal image.

Before the plane turned to the right, the light was described by him as having a "brightly-lit bottom and a sort of transparent top". During the time that the lens was in focus, he did obtain images that are consistent with the bell-shaped, bright-bottomed forms seen through the 100 mm lens.

This southeasterly course lasted 1 or 2 minutes. As the plane executed a left turn to get back on course, the pilot was surprised to see the light appear suddenly on the plane's left. Then it appeared to move downward, behind and beneath the plane. This was the light's closest approach to the Argosy, but it went unfilmed. The sighting line was too far below the plane's horizon, and the camera would have bumped overhead switches.

The plane landed at Blenheim airport at about 3:10 AM.

NEXT ISSUE: PART II

- **What does the film reveal after analysis?**
- **How effective are the prosaic explanations?**
- **What about the second film shot on the ground?**

THE BRAZILIAN UFO SCENE

by J. Allen Hynek

"For God's sake—do something about these OVNIs (UFOs) . . . so I can go back to catching my armadillos!" So spoke a Brazilian farmer in the state of Minais Gerais to Alberto do Carmo. Armadillos are best caught at night, and these yellow balls of light had become so common, and so frightening to the natives that they were, and are, very afraid to venture into the forest at night; they still ventured into the forest (or 'bush') but they developed a routine of hiding under bushes when the lights came by, so they wouldn't be grabbed by the UFO. These balls of light, sometimes called a part of the "Mother of Gold" phenomenon [a spirit that is associated with mineral deposits and presumably is interested in protecting them], are said to attack the unwary.

So, at least, this part of the UFO phenomenon in Brazil has become a part of the folklore, or has attached itself to it. Apparently, the "mother of Gold" phenomenon is quite com-

mon, and in some parts of Brazil it is said that the people have become quite used to them. UFOs have become a part of their daily life!

But that is only a small part of the Brazilian UFO scene. In a short review it would be impossible to present in any detail an adequate picture of the interest in, and the extent of, the UFO phenomenon in Brazil. There are many active UFO investigating organizations and in the past four years Mrs. Hynek and I have been invited to Brazil for a week or more at a time to attend meetings and conferences devoted to the subject. The last one, held in March, in Sao Paulo, was well attended by ufologists from many parts of Brazil, among whom were Hulvio Aleixo, Irene Granchi, Flavio Pereira, Alberto do Carmo and Dr. Max Berezovsky. The Congress was sponsored jointly by APEX and by the new UFO publication OVNI DOCUMENTO which is dedicated to responsible information about the subject. It is edited by Dona Irene Granchi. A cooperative agreement between *Ovni Documento* and the *International UFO Reporter* allows either publication to use material from the other if properly credited.

From discussions with many persons involved in the study of OVNIs we were able to form a fairly coherent picture of the scope and nature of the UFO phenomenon in Brazil. One of the things which impressed us was the large number of UFO reports from urban areas, in contradiction to the often stated "rule" that UFO sightings (at least the "good ones") greatly favor rural and isolated regions. Brazil has huge rural and unpopulated tropical junge regions, and while there are many tales about the "Mother of Gold" and other strange events that trickle in from Brazil's outlying regions, the ufologists are in the cities and are therefore in a favored position to learn of and to investigate closeby events.

In between the urban and the outlying areas, there are vast agricultural regions, and they have their stories, too. There have been many reports associated with the construction of microwave relay towers and television towers have also been the locale of other UFO reports . . . mostly illuminated "craft" that circled the installation.

The treatment by the press and other media is not too different from that accorded the UFO phenomenon in other countries. It tends to the sensational and to uncritical reporting . . . anything for a story. This undoubtedly contributes, as it does in other countries, to the haughty disdain from the scientists who will accept only "hard" data. . . parts of UFOs or fully documented movies. Instead, there is ample material of anecdotal nature; the phenomenon appears to be playing games in Brazil as it seems to in other parts of the world.

The government, however, seems to have definite, but quiet, interest, if one pieces together many small bits of evidence here and there. The subject has been discussed in both their houses of Congress and during both my visits several military government persons appeared interested in some of the things I had to say.** But as in other countries, the "offical" government position appears also to be that "there is nothing to it."

There are a great many UFO research and investigating organizations in Brazil . . . but then, Brazil is a large country! Here is a partial list of these organizations, their addresses and their publication name, if any. In alphabetical order, within each city, they are listed below.

** There appear to be new groups of officers who are privately interested in, and are working on, the subject.

CURRENT ACTIVE BRAZILIAN UFO GROUPS

BAURU SP
GRUPEBAU [Grupo de Pesquisa de Bauru] Rua Assef Madi 4-26 Vila Pacifico A fairly new and active group. Reportedly have several radio "hams" associated with it. We hope they will become active in the Radio Amateur UFO Information Network (See IUR next month).

BELO HORIZONTE MG
C.I.C.O.A.N.I. [Centro de Investigacao Civil dos Objetos Aereos Nao Identificados] Caixa Postal 1675. This group is reported to be the oldest UFO organization in Brazil. Two of the leaders in this very serious organization are Hulvio Brant Aleixo and Alberto Carmo.

BRASILIA DF
Associacao Brasiliense de Pesquisa e Cultura Caixa Postal 14-2323 This group is one of the newest in Brazil.
Ce.N.E.U. [Centro Nacional de Estudos Ufologicos] Setor Comercial Sul—Ed. Sao Paulo, Sala 115 General Moacao Uchoa heads this national group.

CAMPINAS SP
ASTRO [Associacao de Amadores de Astronomia e Astronautica] 13.100 Campinas—SP

CAXIAS DO SUL RS
C.E.V.E.T. [Comissao de Estudos da Vida Extraterrestre na Terra] Caixa Postal, 1377, 95.100 Caxias Do Sul RS

CURITIBA
G.A.P. [Grupo AGARTHA de Pesquisas] Caixa Postal 8414, 80.000 Curitiba Parana.

FIERA
C.E.F.A. [Centro de Estudoa de F.A. espascias] Ibirapuera, 95—Jardim Acadia, 44.100 Feira, Bahia.

FRANCA SP
C.O.P.P.E.X. [Comissao de Pesquisas Parapsicologicas e Exologicas] Caixa Postal, 1014, 14.400 Franca SP

GRAVATAI RS
I.C.C.S. [Irmandade Cosmica Cruz do Sul] Gravatai RS This is a MUFON affiliated group and publishes the Boletin NAVEX, Victor Soares Ed.

MESQUITA RJ
G.E.V.E.O.V.N.I. [Grupo Evangelico de Estudos sobre os Objetos Voadores Nao Identificados] Caixa Postal 4, 26.100 Mesquita RJ This group was military in nature and may have disbanded.

NOVA IGUACU RJ
Universo Em Desencanto Caixa Postal 241, 26.100 Nova Iguacu

NOVA IGUACU RJ
VIMANAS Caixa Postal 324, 26.000 Nova Iguacu RJ

PASSA TEMPO MG
COSMONIG [Servico de Divulgacao de Pesquisas sobre Objetos Voadores Nao Identificados] Rua Francisco Teodoro, 36, Passa Tempo MG

PELOTAS RGS
P.P.O.A.N.I. [Grupo Pelotense de Estudos e Pesquisas de Parapsicologica] Rua Benjamin Constant, 1548, 96.100 Pelotas RGS This appears to be a new and very active group.

PELOTAS
S.P.I.P.D.V. [Sociedada Pelotense de Investigacao e Pesquisa sobre Discos Voadores] 96.1000 Pelotas RS

RIO DE JANEIRO RJ
S.B.E.D.V. [Sociedada Brasileira de Estudos sobre Discos Voadores] Caixa Postal 16.017 ECT Largo do Machado 22.221 Rio De Janeiro RJ Dr. Walter Buehler and Dona Irene Granchi are the moving spirits of this excellent group. Mrs. Granchi is the editor of the new UFO journal, OVNI DOCUMENTO.

SALVADORE Bahia
G-PAZ [Grupo de Pesquisas Aerospaciais Zenith] Caixa Postal 4108 (Ag Alameda) 40.000 Salvador, Bahia This is reported to be a very active group and has lately been especially concerned with cattle mutilation cases.

SANTA MARIA RS
C.E.P.A.E. [Centro de Estudos e Pesquisas de Atividades Extraterrestres] Caixa Postal 489, 97.100 Santa Maria RS

SAO PAULO
A.P.E.X. [Associacao de Pesquisas Exologicas] Rua Tito, 842 CEP 05051 Sao Paulo Mr. Max Berezovsky heads this active group. It was this group that sponsored the recent UFO Congress in Sao Paulo, along with the journal OVNI DOCUMENTO

SAO PAULO
CIOVE [Centro Investigador de Objetos Volantes Extraterrestres] This is reported to be a very active group.

VARGINHA
C.E.V.A.P.A. [Comissao de Pesquisas Parapsicologia] Av. Pasteur 363, 37.100, Varginha MG
This is reported to be a quite enthusiastic group.

THREE UFOS SELECTED FROM 55 U.S. CASES:
May 15-June 14

U.S. SIGHTINGS

HOW WE LEARN OF UFO'S: UFO reports are from news departments, civilian organizations and individuals all over the world, but most of our reports stem from the Center for UFO Studies' UFO Central Hotline. This is a 24-hour, toll-free telephone service for the exclusive use of law enforcement agencies, FAA agencies, planetaria and other formal channels. This gives us the chance to follow up *all* cases rapidly for first-hand information with unlimited long-distance capability. Other advantages include screening of the hoaxers Indeed, police who patrol when others are asleep are encouraged to fill this void.

HOW WE DEFINE UFO'S: Any anomalous aerial phenomena whose appearance and/or behavior can't be ascribed to conventional objects and effects—not only by the original witnesses, but also by analysts who possess technical qualifications the original observer may lack.

NL—Nocturnal Light: distant anomalous lights seen in the night sky
DD—Daylight Discs: distant disc-like objects seen during the day
RV—Radar/Visual: UFOs seen by radar and vision simultaneously

CE I—Close Encounter of the First Kind: UFOs seen within 500 feet
CE II—Close Encounter of the Second Kind: CE I's that leave behind physical traces
CE III—Close Encounter of the Third Kind: CE I with humanoid occupants seen

HOW WE NUMBER CASES: All UFO sightings will receive a three element number which will serve as a case "name". The first numbers refer to the volume and issue number of the edition that contains the case, and the last number refers to the order it arrived (example: 1-1-7, the seventh case of the first issue).

UFOs of Limited Merit

These reports are of intermediate stature. They are UFOs in the sense that we don't know what they are, but for a variety of stated reasons (distance, poor details, single witness, etc.) they are not worthy of the closest scrutiny. Names of witnesses in this category are generally withheld unless the news media have already revealled them.

NOTE: UFOs and IFOs alike can fail to appear on radar for a wide variety of technical reasons.

CASE	TYPE	DATE	TIME	DURATION	WITNESSES	PLACE
4-1-40	CEI	6-10-79	4:30 PM	5 min.	5	Milford, CT

A 56-year old sheet metal worker, in the company of three other family members, watched a disc "like two plates put together" approach from the south in a clear sky. It was three times as wide as tall, silver on top and dark on the bottom, and (with binoculars only) seemed to have a band around the edge and triangular markings. As it passed to the west of their house in its northbound flight, the witnesses guessed that it was only *three feet wide* if it was only one block away from them. So after it passed silently behind the trees to the north of them after one minute of viewing time, the witnesses jumped into a car and drove after it. It only seemed to be traveling about 20-25 mph, so they were confident they could do it. As it turned out, the saucer *did* pass one block west of them, because they drove up Orange St. (one block west of their own) and overtook it flying parallel to the road. This means that their size estimate was probably accurate, and it was flying only about a hundred feet up. They were almost underneath it now, but it was much higher in altitude (about an estimated 1000'). It was last seen from the north edge of town coming down ¼-mile ahead behind the treeline to the right side of the road.

The witnesses returned home and asked the neighbor across the street if he had seen it independently; he had, *but wrote it off as a "crazy balloon". In fact, such a hypothesis is reasonable, as the official wind speed and direction recorded for that time in neighboring Stratford was 10 knots from the SSW.*

4-1-47	DD	6-12-79	8:45 PM	15 min.	8	Pine Ridge, SC

Members of a rock band practicing in a barn stepped outside to watch an unusual form hovering low over the dome and smokestack of the Carolina Power & Light nuclear power plant a half-mile to their NE. It looked like an oblong form, seen primarily by its lights in the clear dusk sky. Two of these were huge bright yellow/white "car headlights"; one witness described a small squarish light situated between them, while most of the seven witnesses with whom we spoke saw a flashing light to the right. In angular size, there is reasonable consensus that the width of the lights was similar to the width of a full moon. After hovering motionlessly for 2-5 minutes, all witnesses agreed that the lights faded down (one witness said from left to right) and a blue light was seen instead. Then it moved off to the left, slowly at first and then extremely fast such that it was gone across the sky in "three blinks of the eye". After about five minutes, a second sighting took place, this time with only 2 of the witnesses. An oval-shaped light about the size of the full moon, according to one of the musicians, hovered over the trees to the right of the power plant for 2-5 minutes. Then both saw it take off to the left out of view. What appeared to be an aircraft with rapidly pulsing lights was seen 5 minutes later by one of the witnesses.

IUR called on the chief of security at the power plant itself, only to be told that no one reported it to him there on that night.

4-1-51	DD	6-14-79	8:30 AM	1 min.	3	St. Petersburg, FL

A 36-year old housewife was called by her 9-year old son to "look at Skylab (!) coming down". What she described seeing against a mostly clear sky was a "very long spear" (at least ½° of arc) that flew at a "funny angle" in a straight path from the south to the north over her neighbor's house. The spear seemed transparent but had well-defined edges and small wings in the middle. Her neighbor across the street also saw it; and offered a similar description.

Witness sketches are still pending. Nothing unusual was noted by the airport at Tampa or Macdill Air Force Base.

UFO BACKLOG: SEPT. 1 - OCT. 14

IUR will devote space to the presentation of older sightings contained within our 6-month publication jump. The UFO PROFILE feature on the last page will reflect this material.

2—UFOs of Limited Merit

CASE	TYPE	DATE	TIME	DURATION	WITNESSES	PLACE

A PROFESSORIAL WITNESS

3-10-124	CEI	9-4-78	12:15 AM	4 min.	2	Gordon, WI

A 43-year old university professor reported seeing a pale yellow ball of light, vaguely-outlined; it seemed about 1/10th the size of a full moon and was flashing on and off. Driving up U.S. 53 toward the NW, he watched it cross the road in front of him at a low angle. The witness guessed it to be moving at 160 mph, flying east to west only 50 feet away. Then it made a sharp turn 90° northbound parallel to the road, descending to about 15 feet. Now it was travelling at the same speed as the car (60 mph) 150 feet west of the road. The driver slowed down for a better look, and the object slowed down. This awoke his daughter who lowered the right side window but no sound was ever heard; the car had now slowed to 20 mph, the UFO to 30 mph. The light got 250 feet ahead . . . and went out.

The professor is also a U.S. Army Reserve instructor in the area of investigations and collections of evidence (you can't ask for better than that!). The weather was clear and fair at the time.

THIS ONE'S "50-50" . . .

3-10-153	NL	9-7-78	1 AM	1½-2 min.	1	Dayton, OH

A 20-year old college student went upstairs for a snack during the late movie on TV, and saw through the west kitchen window two bright orange lights, closely-spaced horizontally. The lights seemed to be stationary (referenced to the window frame) for 1½-2 minutes. They dimmed to the intensity of a "distant streetlight" and began to move, maintaining the same relationship to each other. This lasted for 2-3 minutes until the lights were blocked by a tree. Then their course curved, taking them E or NE. The witness switched to a dining room window which faces north to continue watching them.

Possible helicopter? The witness stressed that she doesn't drink or use drugs and regards herself as "square".

BUT THIS ONE'S GOOD

3-10-165	NL	9-10-78	8:30 PM	30-45 min.	1	(see text)

Flying SE in his single-engine Beechcraft Bonanza (N7311B) at a true air speed of 170, Richard Renne, 30, physicist, caught sight of a yellowish/white light descending from 15,000 feet at his 4:30 or 5 o'clock position. Renne was flying at 9500 feet, about 75-100 miles SE of Springfield, MO en route to Walnut Ridge, Arkansas. "Why didn't the Center (Memphis ARTCC) call about this traffic?" he thought (just like pilot Silva in the Massachusetts case). He radioed, and was told there was no traffic. It descended below his tail at 4 o'clock; he tried looking to the left to see it emerge, but it didn't. He saw it again at his 3 o'clock position, then back to 4, then back to 3 again. "If I turned, it held." At one time it was between him and the lights of a city, but the pilot could still not see its shape. Suddenly, it ascended to 20,000 to 25,000 feet "in a snap" in a perfectly straight trajectory. Then it flew in an odd step-function to his one o'clock position in 2 seconds. Then back to his 3 o'clock one more time where it rose above the clouds. Another erratic light was seen by the pilot, dropping from a high altitude and moving erratically while changing colors until it shot off to the heavens at his 2 o'clock position.

The pilot learned that a total of eight UFO claims were obtained from pilots by the Memphis Center that night. Renne, himself, heard a commercial jet out of St. Louis reporting one. Renne was flying above a haze layer that topped out at 9000 feet. Visibility at his altitude was clear, and 5-7 miles within the haze itself. A window reflection? He only had a red light on in the cockpit. The experience was "like watching a good movie", according to Renne, who was an especially articulate (albeit single) witness.

MICHIGAN NL

3-10-167	NL	9-10-78	10:15 PM	15 min.	7+	Dearborn Heights, MI

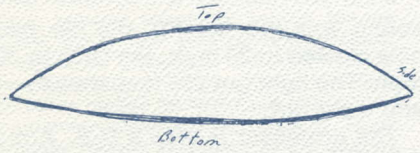
This illustration was based on a sketch submitted by a 49-year old postal clerk after watching this stationary formation of red lights—slightly larger than the full moon in angular size—with friends and members of her family. It never moved from its location about 45° up in the NE, but it did blink on and off 3-5

times throughout the 15 minutes. Finally, it grew dimmer and disappeared.

The witnesses called Detroit Metropolitan Airport and the weather bureau in search of an "aircraft/balloon" explanation, with negative results. Then they called the police, and encouraged Timothy Atkins there to go outside and look. From his vantage point 3 blocks west of their house, he saw the arrangement as a self-luminous "box" with "dark splotches" slightly smaller than the full moon in size yet still in the NE direction and stationary. He then saw it move, however, from 60° up in the NE to a lower angle in the NW, over a 7-8 minute period. It struck him as "very high, sometimes not so high". Atkins was aware of a witness [unnamed] who trained a telescope on it and described the arrangement as looking like a "paramecium".

TENNESSEE HUMANOIDS?

3-11-3 CEIII 9-15-78 2:30 AM 15 min. 1 Delano, TN



A 31-year old woman, living at her uncle's house, was lying in bed awake for 30 minutes when a "funny" feeling made her look outside. She stood at the south window looking out at the fields of this rural area, and saw a bright moon in the clear sky. She also saw a vaguely-outlined long shape, red and pink as if it was "on fire" in the southern sky; the angular size was somewhat less than the moon's diameter. No sound could be heard. Two "normal" men of average height dressed in white suits could be seen about 100 yards from the window, but it was too dark to resolve any details. They started toward the house but then stopped and turned back. The UFO came in fast at this point and came very close to the ground. Then it left very fast, climbing to the west.

Single witness, with no directly observed causality between the men and the glowing UFO, just an implied one (a Bloecher type "C"—see the Sept. IUR). Obtaining details from this woman was considerably more difficult than average.

STUFFING A 6-FOOT UFONAUT INTO A 2-FOOT UFO

3-11-4 CEIII 9-15-78 4 AM few sec. 1 Carpentersville, IL

A 26-year old secretary was awakened by a whirring noise and went to look out the west window to see what it was. The noise stopped before she looked out, but when she did, she saw the silhouetted form of

a 6-foot man from the shoulders to the waist through the dense bushes in front of the window. The man appeared to be dressed in a silver suit. Looking several feet to the extreme left and down, she saw a small, silver, domed saucer sitting on the edge of the grass; it was sharply defined, opaque and smooth, and made a soft whir. The dimensions were estimated to be 3 feet wide by 2 feet high. She woke up her husband, saying, "let's get out of here!". Their dog, a Brittany Spaniel 4-5 years old, was barking. They tried to call the operator to phone the police, but the phone was briefly dead. They then got a recording that told them they "can't complete the call as dialed". The phone service returned once their dog stopped barking. A policeman was sent to the site within 15 minutes but there was nothing to be seen when the property was explored . . . except for an unusual pathway that curved up to the window and doubled back again, looking as if it had been made by a single bicycle wheel.

Allan Hendry went to the site, which proved to be located in a densely-developed suburban residential area. The activity was theoretically in full view of a number of neighboring houses; yet all that checks with the neighbors revealed was that one of them remembered hearing the dog barking in the early AM. Since no motion was observed, no attempt to link an aerial radar image with the UFO could convincingly be made. There was no sign of a depression where the circular UFO reportedly sat flush on the ground, just the trail as drawn here. While the there was no direct causality between this "trace" and the incident, some samples were taken and a few rough tests including radioactivity and microscopic examination) were attempted with no distinguishable results. A quick look out the bedroom window, even in daylight, makes one realize that the dense bush prevents a good look at anyone standing in front of it. The sketch here was drawn by Hendry with the approval of the witness.

ANOTHER DAYLIGHT CIGAR

3-11-35 DD 9-23-78 1:28 PM few min. 1 Dexter, IA

A 49-year old electrical contractor was driving near a cattle lot in this rural agricultural area 2 miles north of Dexter. A silver cigar approached from the south, flying sideways, only an estimated 150 feet above the ground. As it got closer, no wings or windows could be seen nor sound heard, yet it subtended an angular size of 2-3 times the size of a moon (at night) and it was sharply defined. He jumped out of the truck and tried to get underneath it while it hovered. Then it moved off to the NE toward Adelle, taking off lengthwise rapidly and climbing slightly. It was gone from the area in less than a minute.

Single witness, who called the sheriff and the highway patrol. The latter relayed the case without noting additional witnesses. The witness noted that he is a Christian who "doesn't lie".

DAYLIGHT OVAL

3-11-46 DD 9-24-78 5:30 PM 5 min. 2 Vineland, NJ

A 16-year old student in the company of a friend saw a silver oval, face-on, several times as large as the moon would look. It had a vague outline but was perceived by them to be solid. No sound could be heard as the object moved across their field of vision from the east to the west; it peaked at 45° up in the south, and moved in a straight path. The area is an urban residential one. Clear sky.

Possible Balloon?

ANOTHER EM STORY

3-11-61 CEII 9-26-78 12:05 AM 2½ min. 1 Strongsville, OH

Driving south on Lunn Road in a rural area, a 19-year old grocery store worker watched a flat disc with a flat dome on top "like a fried egg" (the witness always saw it horizontally *edge-on,* not face-on). It was sharply defined, much larger than the diameter of a full moon and was seen in the dark by the reflection of its own dim steady light, shining through an opening all around the edges. It was first seen by the witness flying to her left, across the sky in the distance. The witness stopped her car. Then it flew by to the right, only closer. Next, it came down between trees hovering to her left less than a block away. When it was positioned right in front of her car over the road, her FM car radio was lost in static for 10-15 seconds; in the middle of that period, the headlights of her 1970 Dodge Challenger went out for one second only. Then it slowly rose straight up and flew off to the right fast out of sight.

The witness felt the UFO was "like someone looking at me"; she was shaking, but "didn't think I would get hurt. I'm glad I got to tell someone."

ILLINOIS NL

3-11-65 NL 9-27-78 7:25 PM 2 min. 2 Gurnee, IL

It was a 19-year old insurance worker who called her fiancee's attention to the formation of lights flying over a suburban forest preserve in a clear cold sky. One steady red light was on top, two yellow steady lights were situated below, and one blue flashing light was seen briefly. They wondered if it was an aircraft when they saw it "1½ blocks" away to the north as it moved horizontally to the south across the western sky. Yet suddenly it dropped from its initial angle (halfway up in the sky) down to half of that toward the ground and back up again in 5 seconds. It went sideways "500 feet" (revealing the blue light), stopped, and went back to the north again.

Possible aircraft/helicopter?

WHAT'S GOING ON IN OHIO? ANOTHER DAYLIGHT CIGAR!

3-11-74 DD 9-28-78 7:20 PM 3 min. 1 Kettering, OH

A 44-year old instrument engineer who was in the Air Force for 4 years and has lived "near air fields all (his) life" let his cat out of the house and spotted a greyish cigar, slightly shorter than the diameter of the full moon. It was sharply outlined and had no wings or tail, which "made it weird". It reflected the light of the setting sun, and was dull in the front and back. Flying silently with the long dimension in the direction of travel, it proceeded in an arc from 30° up in the north to the SE; it was 60° up when it was close to his house, an estimated 10,000 feet or lower.

To get to his house, it had to fly between two airports! Also, the single witness lives only 7 miles south of Wright-Patterson Air Force Base. IUR called these facilities, yet no one seemed to be aware of it. It wasn't the Goodyear blimp, either. Still, we would be remiss if we didn't say: a possible balloon? The witness considered this, but thought the object was too large and oddly-shaped.

A "ZAPPED" CASSETTE

3-11-78 CEII 9-28-78 appr. 2 AM less than 1 min. 2 Omaha, NE

Yet another EM (electromagnetic) interference case: driving with a friend through a rural residential area north of town, a 20-year old woman who worked for a steel company saw a dark cone much larger than a full moon noiselessly approaching her 69 VW from the right as she drove south. It had three very bright white lights on the bottom which appeared to be moving back and forth (but they were not flashing). It slowed down and dropped back to the east, flying low. The two women passed it by in their car. During this encounter, a pre-recorded tape which was being played in the VW's underdash tape player became erased. Nothing can now be heard on this tape even on another tape player; yet the car's player had no provision for erasing a tape and all the other tapes that were sitting in a cardboard box on the car seat are still just fine . . . these play well in the car's player and at home. IUR has been promised the tape for a careful examination.

THE OCTAGONAL TANK

3-11-110 NL 10-6-78 3 AM 30 sec. 2 Capulin, NM

A 28-year old stone mason, familiar with the low-flying jets in this area, was driving with a 35-year old friend on Hwy 87 halfway between Capulin and Des Moines, New Mexico (a rural undeveloped area). Low in the west before them was a sharp-cornered octagon, several times larger than the moon, with light shining through sections of it. As it came slowly over the car eastbound, it appeared heavily "bolted" "like a tank" and quite metallic. They couldn't see it out the rear windows of the car; the reporting witness said they were both "fascinated and upset".

INTRIGUING OHIO NL'S

3-11-116 NL 10-7-78 6:30 PM 5-8 min. 2 Lodi, OH

The reporting witness was a professional truck driver, 60, who was driving a semi eastbound, followed by a second semi driven by a truck driver acquaintance of his. They were on Rt. 224, 8-10 miles from a truck stop in a rural agricultural area when the reporting witness spotted a tight formation of pink/red lights flashing on and off in the north at a low angle. Because they seemed to be "floating" toward the trucks, the driver thought "this must be the Goodyear blimp," so he slowed up, and both truck drivers stopped to get out and look at the lights. Instead, all four broke up and went off independently: 2 of them went NW while two went south . . . and all were gone from sight in *2 seconds.* The reporting witness stated that the other truck driver, about 35-40 years old, was "really shook up"; he, himself, has been driving "every night" in his profession, but this is the first time he has ever seen anything like this before.

WHO ELSE SAW THIS MONSTROUS DISC?

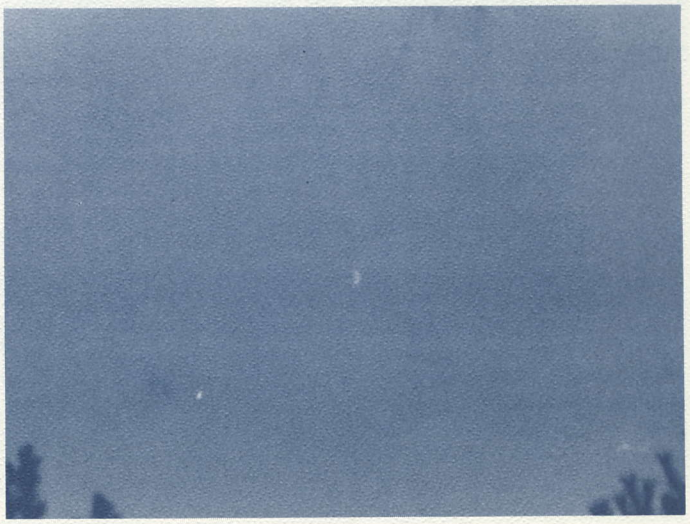
3-11-121 DD 10-8-78 5:11 PM 8 min. 2 Huntington Park, CA

A couple in their 60's who had never seen a UFO before saw a huge black disc with a distinct outline and an angular size like a "6-inch ashtray held 2 feet from your eye." The disc, seen essentially edge-on (at a slight angle) was 10° to the right of true north and 35° up when first seen, moving ENE. At 5:14, a plane approached the area, but the UFO was estimated to be much higher (25,000 to 30,000 feet!). A thin haze layer existed between the plane and the UFO at an estimated 2500 feet. The object was last seen above the Sierra Madre mountains in the NE (60° from north), 35° up; the object appeared to be climbing while traversing the sky.

If the angular size estimates are correct, this would be the biggest UFO in history—a mile-and-a-half wide! So why don't we have any other reports on this monster seen in daylight conditions, moving slowly and horizontally over a densely-populated, suburban, residential area? IUR contacted other UFO reporting centers in southern California such as Skynet and the Orange County UFO Hotline, but no matching accounts were secured. There is a possibility that this could be a sighting of a lenticular cloud formed over the mountains; a photo would have been revealing in this particular case.

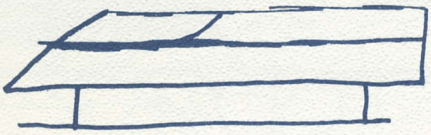
UFO PHOTO

3-11-123 DD 10-8-78 7:10 PM 10 sec. 1 Anderson, SC



This photo was taken by a 14-year old student at his home, 2 miles east of Anderson. Yes, that *is* the moon in the middle; the UFO is to the lower left. The young photographer expressed disappointment in the pic-

Witness sketch of UFO



ture because it doesn't resemble the way the UFO looked to the eye; that impression is shown in the sketch below. At the time of the sighting, he was outdoors taking pictures of flowers for a project with a Kodak 110 camera (model 608, in the telephoto position) using black & white ASA 125 film. This is the only one of three pictures that worked out. The boy acknowledged that the UFO did indeed look to the eye like the "shuttle craft" used on "Star Trek". As the picture bears out, he correctly guessed the angular size as less than the moon. It was first seen in the SW, 50-60° up and proceeded silently in a straight line to the NE at a similar angle. The witness saw it as going faster at first, slower later. It didn't go overhead, but passed to the south of the zenith, flying a little lower than a jet, and about as fast. He tried taking 2 pictures in the back of his house, then ran to the front to take the third one. The witness wears glasses, yet he tried looking at the image both with and without them (to insure against a "reflection" conclusion).

One feature of the photo is bothersome. If the subject of the photo is the UFO, why was the camera so squarely centered on the moon, *instead? A devil's advocate would argue that the boy was only photographing the moon first, and wrapped a story around a film flaw in the picture after the development process.*

ANOTHER NOCTURNAL LIGHT THAT SPLIT UP

3-11-135 NL 10-10-78 6:35 AM 15 min. 3 Agoura, CA

A 61-year old chemistry professor (who is also an amateur astronomer) stepped outside of his house to see Jupiter with a pair of 11 x 50 binoculars. The sunrise was just beginning to lighten the clear sky over this suburban residential area. He saw bright Jupiter about 45° up in the east, but he also noticed another bright "star" (magnitude -0.7, or so) 5° south of Jupiter. After a minute of viewing this, he realized that the "star" was moving NE such that the light moved to 6° east of Jupiter after 5 minutes of viewing. At this point the light split into two lights, one twice as bright as the other. Both stayed together within the field of his binoculars's view. Then they spread apart at a 40-45° angle, the brighter one heading ENE at a rate of one or two degrees per minute; the dimmer one headed ESE twice as fast. The witness went back indoors, leaving their final disappearance unwitnessed.

IUR learned of a case that was published in the October 12, Ord, Nebraska QUIZ (odd name for a newspaper!) concerning the reported October CEIII experience of a Diane Kerns. Miss Kerns is a high school student who claimed to have seen a grey saucer with red and green flashing lights and portholes. The UFO was only 200-300 feet away from the witness who watched it for 5-10 minutes. The climax of this case was the witnessing of two black/brown-colored creatures with tentacles on their sides. IUR tried to speak first-hand with the witness but was "stonewalled" by her stern father who was tired of harassment; reporters were even plaguing the girl at her high school, apparently. Thus, we can't enter the case into our statistical effort in the absence of first-hand info, but at least we can note the claim here.

3- IDENTIFIED "IFO" HIGHLIGHTS

• Many independent witnesses in the Elizabeth City, North Carolina vicinity reported an unusual sight in the night sky in quite consistent terms. A straight line formation of orange lights, lined up in the direction of travel, was seen moving from the south to the SW and descending. Every 10 seconds or so, the lights would fade out for a second and be "replaced" by a new string of lights slightly shifted to the right. Investigator Tom Deuley shares our feeling that this is a description of parachute flares . . . the catch right now is that we haven't succeeded in finding out who launched them.

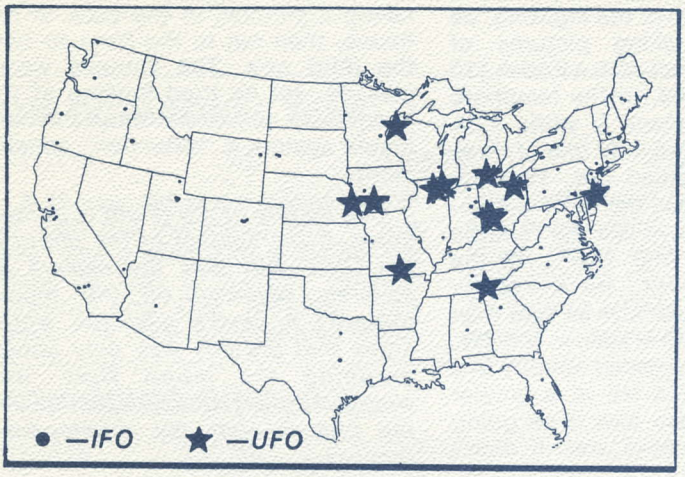
• Case 3-10-74 was the latest example of a plane being blamed as a UFO causing "EM" interference on a TV set in Phoenix, Arizona. After the witnesses called the "UFO" in to local police, the plane came around again and gave the witnesses a better look.

• After 2000 U.S. cases, IUR has *finally* received its first "drunk-oriented" sighting reports—two of them, at that! 3-10-79 came from Richmond, CA; a man who sounded noticeably intoxicated called back a second time to say that the stationary object he'd watched for 5 minutes turned out to be a condominium. Also, 3-10-102 was provided by a South Amboy, NJ man who "drunkenly but vehemently" informed a police officer that three 6-foot men in dull grey suits "beamed" him aboard a UFO on Sept. 1 at 9:38 PM. Then they dropped him off at Tommy's Bar where he told his story. The officer told IUR that he has had trouble with this man before, and had to take him out of the bar.

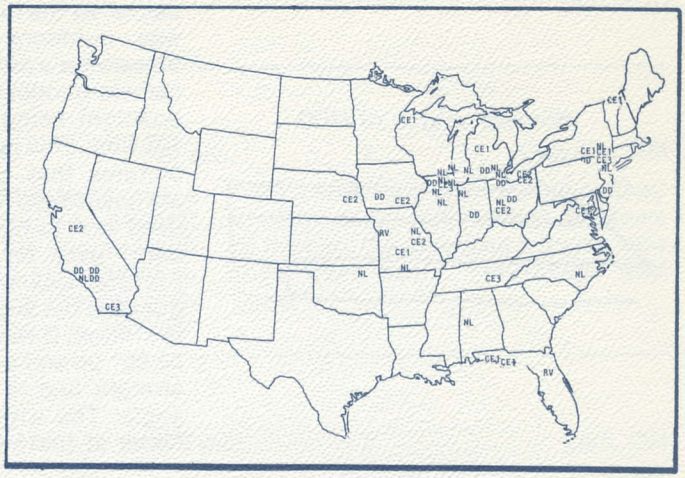
So there you have it . . . one drunk per 1000 cases. Really justifies the old myth of drinking and seeing UFOs, doesn't it?

• Attack of the slime mold, again. The owner of a farm in Two Rivers, Wisconsin reported a ten-foot diameter "burned" ring of grass. Close examination of samples submitted by investigator Jan Wielert revealed the characteristic cluster of grey spores clinging to the blades of grass. See the Sept. '77 issue of IUR for pictures and details of this common physical trace imposter. There had been two weeks of rain prior to this discovery, a common preliminary clue.

PROFILE: SEPTEMBER, 1978



UFOS & IFOS THIS MONTH



TOTAL UFOS THIS YEAR

UFOS:

NL	4
DD	3
CE I	1
CE II	2
CE III	2

Total Number of Reports.....173
Average per Day 5.8
Peak Activity (13 cases).....9/6

Total Number of UFOs 12
UFOs: 7% of total

EDITORIAL (from p. 1)

the Gregorian calendar, the calendar we use today. But there were riots . . . . "Give us back our fortnight" were the shouts. Somehow people thought they were losing time from their lives, but actually it was nothing more than is done whenever a clock runs slow . . .one just advances the big hand.

So, we have adjusted the IUR hand, and we hope that we can keep it on time from now on. With your help, especially making sure that persons you know who would like to get this publication do get it (perhaps with a little help from you) there should be no problems.

U.S. Postal Service

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